The Ann.

# FRANCE INVADES SOKOTO.

TWO EXPEDITIONS CROSS THE NIGER AND MAKE FOR THE CAPITAL.

Sekoto to the Most Emportant Native State in the Soudan, and, by Treaty, to Under British Influence.-The Royal Niger Company Will Assist the Sultan to Repel the French. Special Cable Desputches to Tan Bun.

AKASSA, mouth of the Niger, Feb. 20.—It has been learned that two French expeditions are advancing toward the city of Sokoto, Six officers and 200 men are now at Argunga and Tagga. The Sultan of Sokoto has commanded them to halt forty miles from the capital, William Wallace, the agent of the Royal Niger Company, holds the company's forces, ammunition and stores in readiness for an advance to sesist the Sultan in securing the evaquation by the French of British territory.

London, Feb. 20.—The motive of the French advance upon Sokoto, in West Africa, as told in despatches from Akassa, is believed here to be a bluff by the Sultan of Sokoto, who recently accepted the effective occupation of his capital by the Royal Niger Company's troops. It is learned that the company has ordered its agent to expel the French by force, if peaceable means

The total British force at Lagon and in the Gold Coast hinterland is between 5,000 and 6,000 men. These are entirely natives, with the exception of 200 white officers and instruc-

The Daily Mail will to-morrow publish an interview with an official, an ex-resident of the Gold Coast, who declares that the history of the last seventeen years shows that there has been an endeavor on the part of France to squeeze Great Britain out of West Africa, The Standard says that the gravity of the

situation is increased by the ignorance of French writers, the daugers involved by the immediate eximity of French and English troops, and British feeling as regards the issues at stake. The paper proceeds to recall that concess to France have been tried in many quarters of

the world. The claims of England in Madagas ear, Siam and Tunis, it says, have been allowed to recede before the pretensions of France. on would only be misunder d, and Great Britain had better take a stand firmly now. The game of marching and coun termarching on territory that is indisputably

will mean bloodshed and probably a general conflict. The Times says that the French underrate the gravity of the situation in West Africa, and adds that Great Britain cannot allow the French access to the Lower Niger. Continuing,

British must cease. If it is continued longer it

it says: cannot allow them to strangle our colonies at Lagos and on the Gold Coast as they have strangled them at Gambia and Sierra

PARIS, Feb. 20 .- The Journal des Debats publishes an article expressing the views of M. Hanotaux, Minister of Foreign Affairs, on the West African situation. It says that both the French and English Governments have instructed their officers and agents in West Africa to abstain from anything that would possibly bring about a collision. The consensus of opinion in Paris is that the possibility of a conflict arising

from the Niger dispute is absurd.

These French expeditions, according to the above despatches, have advanced either from Timbucktu or from some of the French posts further down on the middle Niger, and have crossed the river into the hilly country of So koto, the most important native State in the Western Soudan. This country with its dependencies has a population of about 15,000, 000, and an area that is not much less than that the Royal Niger Company has full sovereign power over a large part of his territory.

# ROCHEFORT OUT OF LUCK.

It Raised When He Went to Juli and Pov Ventured Out to See the Martyr.

Special Cable Despatch to THE SUN. Paris, Feb. 20.-Rain is always a more effi preservation of order in Paris, and so it proved to-day.

M. Rochefort, the editor of Intransiceant went estentatiously this afternoon to the prison where he is to serve five days for libelling M Reinach, but instead of the expected demon-stration being made only a few hundred persons underwent the discomfort of wet akins in order to cheer or hoot him. A large force of cavairy kept the crowd moving and there was no incident worth recording.

# THE DREYFUS SECRET.

Another Story Explaining Why France Guards It so Jealously.

Special Cable Despatch to THE BUR. LONDON, Feb. 20.-The Daily Telegraph will to-morrow make a spread on a story from Brussels to the effect that the French Government' jealously guarded secret in the Dreytus affair is that a secret agreement existed between Russia and Germany, by which the former undertook to furnish Germany with all information resarding the French military arrangements while Germany was to supply similar informs tion concerning another power, presumably Austria. Dreyfus became aware of this agreement and traded upon it.

# The Finnish Finhermen Are Safe.

Special Cable Despatch to THE BUR. St. Petershurg, Feb. 20,-The 200 fishermer who were carried out into the Gulf of Finland by the breaking loose of a large tract of loo have all been saved.

# Switzerland's Battroads

Special Cable Despatch to THE BUN BERNE, Feb. 20.—A referendum has approved the proposal for the redemption of the Swiss Failroads by the State. The vote was 300,000 against 175,000.

#### The Curina Has Measles. Special Cable Desputch to THE SUR.

St. Petersburg, Feb. 20.—The Czarina is suf-fering from a mild attack of measles.

### CAMPANIA NOT UP UNTIL 2 P. M. A Rough Day and Night at Anchor in the Fog

The Cunarder Campania, bound from Liverpool and Queenstown, and, in the ordinary burse of events, due here on Friday, reaches her pler at the foot of Clarkson street about 2 lock yesterday aftermoon. She had anchored side the bar early Saturday morning on the vice of ner pilot, who agreed with Captalker that the fog was too thick to permit order to the conclusion of the conclusion satenor at 7:30 A. M.
saster from Pilot George Cramer, who
lie vessel at 6:30 Saturday morning off
sad. Capt. Walker at once put the
last colors at half mast. From this
limiting the passengers had plenty to
it.

sit.

s the Campania was at anchor the Span-rahip Vizcaya was a little less than a mile and every once in a while when the fog-lis Campania's passengers had a giimpse battleship. differently, larger than the wind began to blow although the for did not lift, and the although the for did not lift, and the as had a rough night at anchor. Every board was glad when she finally left for at 10 A. M. yesterday. The Campania saloon passenger.

CANNON AT JOHANNESBURG. The Transvant Government Is Taking Time

by the Fereleck. Special Cable Despatch to THE SUS.

LONDON, Feb. 20 .- A despatch to the Daily Mail from Cape Town says that the Government of the Transvanl is estentationaly mounting guns at Johannesburg and conveying cartridges, shells, rifles, and Maxim guns to that city. Eight truck loads of war material were paraded through the streets to the fort under charge of a detachment of State artillery.

The despatch adds that the lawrers of the Rand will meet to-morrow to consider the Government's action in dismissing Chief Justice Kotze of the Supreme Court.

CHINA WILL OPEN THE DOOR.

Fereign Steamers May Ply on All Her Navigable Bivers.

Special Cable Desputch to THE SUR. LONDON, Feb. 20 .- A despatch to the Times from Pekin says that China has agreed to open all her inland waters to navigation by steamers whether owned by foreigners or natives, under regulations to be subsequently framed. The agreement will go into operation within four months.

China has also agreed to open one treaty port n Hunan within two years. The despatch adds that Great Britain has received satisfactory assurances that China will not alienate any portion of the Yangtee Kiang Valley to another

HOWE SECEDED FROM THE UNION. The Grand Army In Now Expecting to Second from Major Howe.

San Francisco, Feb. 20.-Major William O. Howe, eccentric veteran of the civil war, who recently wrote to Secretary Sherman seceding with his island in Sulsun Bay from the United States because Mr. Hanna was elected Senator from Ohio, will be court-martialed by the Grand Army of the Republic. Howe occupies with his family a small island off the Contra Costa shore in Suisun Bay, about thirty miles from this city. When the news came of Mr. Hanna's success Howe became excited and vrote a letter to Secretary Sherman declaring that after this election by "questionable means" he could not with self-respect remain a citizen of this country, and he begged to withdraw his me from under the jurisdiction of the United States.

Lyon Post, G. A. R., of Oakland, to which Howe belongs, regards his act as treason and has cited him to appear before it on March 10 to show cause why he should not be expelled. Howe declares that he will fight the case.

#### BULLET IN HIS BRAIN SIX WEEKS. n Removing His Right Eye It Dropped Out,

and the Patient Is Recovering BINGHAMTON, Feb. 20.-Frank Perkins, the chicken thief who attempted to commit suicide about six weeks ago at Police Headquarters by shooting himself in the head, is about to be discharged from the hospital as cured. The bullet entered the brain, and the man lay unconscious for more than a week. The doctors said that his death was only a matter of time. A day or so ago it was noticed that his right eye was bulging out, and after an examination it was decided to remove the eye. Yesterday the operation was performed, and lof the big 32-calibre bullet decomed out. Perkirs is a supercelled as well as ropped out. Perkizs is apparently as well as wer, barring the loss of an eye and a little weak-less from the operation. For the past six weeks to has lived with the bullet in his brain.

#### MAY RETALIATE IN ALASKA. Protest to the Canadian Government Over

Harsh Methods as to Miners' Licenses.

Washington, Feb. 20.-The State Department, upon the recommendation of Secretary of the Treasury Gage, has decided to employ strong neasures of retaliation against Canada unless the Ottawa Government shall consent to modify its regulations affecting the issue of miners

Heenses in Alaska.

It is expected that a communication on the subject will be sent to the Canadian Cabinet tomorrow by the department. Many complaints have been made to the Treasury Department by Americans going to the Klondike region, because the Canadian Government refuses to ischaef the Canadian at convenient refuses to include the Canadian at convenient refuses to include the Canadian Covernment refuses to include the Canadian Canadian Cabinet Covernment refuses to include the Canadian Cabinet Covernment refuses to include the Canadian Cabinet Covernment Cabinet C cause the Canadian Government refuses to issue miners' licenses at convenient points, such as Chilkoot, above Dyea, but requires applicants to go either to Victoria or Vancouver, in the south, or to Dawson, far.to the north.

Secretary Gage says that the new sub-ports of Dyea and Skagway were established last year for the purpose of extending better accommodations to foreign shipping, especially British. American shipowners did not need these sub-ports, since American vessels engaged in the coasting trade do not need to use a particular port at which to enter their cargoes. In view of this courtesy, extended mainly for the

ticular port at which to enter their cargoes. In view of this courtesy, extended mainly for the benefit of Canadians, Secretary Gago regards Canada's regulations affecting miners' licenses as ungenerous and unreasonable.

The State Department, it is expected, will represent to the Canada Government that un-less the regulations shall be modified the sub-ports of Dyea and Skagway will be abofished by the Treasury Department.

# KNONDIKERS COMBINE.

They Form a Company to Carry On Operations on a Large Scale.

TACOMA, Feb. 20.-A combination of Klondike claim owners has been effected at Dawson capitalized at \$200,000,000. It is known as the Bonanza-Eldorado Company, and it proposes to control mining on those creeks, introducing hydraulic mining on a large scale in place of the expensive methods now prevailing. Miners who cannot successfully work their claims will have an opportunity to sell to the syndicate or it will work them on shares. The company is controlled solely by the largest claim owners on Eldorado and Bonanza, Alexander McDonald is general manager.

Eldorado and Bonahiza, Alexander Automated general manager.

James E. Scoville of Syracuse arrived last night to purchase supplies for a company, including wire for a telephone and telegraph line between the Klondike mines and Dawson.

Mlondike Ventures of the Rothschilds. TACOMA, Wash., Feb. 20,-Joseph Ladue is visiting friends here. He says that in purchasing a score of Klondike claims during the last ing a score of Klondike claims during the last ninety days. The North American Transporta-tion & Trading Co. has been acting for the Rothschilds. On the train between Chicago and San Francisco Ladue met Mr. Cudahy of Chi-cago, who told him that the North American Company had just received \$400,000 in drafts in payment for claims purchased as agents. Ladue says the Rothschilds are prepared to spend two or three millions for Klondike claims

FATAL QUARREL OVER THE MAINE. Old Soldier Who Sturred Sallers Dies After

Being Stabbed by a Veteran Seaman. John Harrigan, 60 years old, of 344 Water street, and Gustav Ostrom, 64 years old, of 266 William street, met in Michael Burke's saloon at 100 Cherry street on Saturday night. Ostrom vas an old soldier, while Harrigan served durwas an old soldier, while Harrigan served during the civil war in the navy. As they drank
they became involved in a discussion over the
Maine disaster. Ostrom insisted that no such
calamity could ever befall a soldier, as soldiers
were too watchful, and he implied that sailors
did not amount to much, anyway.

This enraged Harrigan, and the two veterans
began to fight. Harrigan stabbed Ostrom in
the left breast. Ostrom died an hour later at
the Hudson Street Hospital. Harrigan was arrested and held without bail.

# To Inspect Charleston Fortifications.

COLUMBIA, S. C., Feb. 20,-Adit.-Gen. Watts. Lieut. M. B. Stokes, U. S. A., and Col. Wylie Jones of the Palmetto Regiment will leave here in the morning for Charleston, to inspect troops and view the Government fortifications. Gen. Watts will not deny having communications with the War Department, but will not talk.

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# BOARD OF INQUIRY SAILS.

EXPECTED TO BEGIN ITS WORK ON THE MAINE TO-DAY.

On Its Report Much Depends-The Presiden Has the Fullest Confidence in the Officere Composing the Board, and Will Accept Its Findings as Final-Military and Naval Preparations Are Being Made in Accordauce With a Long Understood Programme

WASHINGTON, Feb. 20 .- With the sailing of the Naval Board of Inquiry from Key West to Havana to-day, as announced in a despatch to the Navy Department from Admiral Sicard, the President and Secretary Long and official Washington generally have been partly relieved from the tension of the last few days. Nobody knows, not even the members of the board, how soon their report will be in the possession of the Government, but the general understanding is that, while a careful investigation will be made the board will expedite its work and furnish the Navy Department with all the information it obtains within a very short period. The seri ousness of the duty to which the board has been assigned is fully appreciated by the department Secretary Long has, however, thorough confi dence in the men composing the board, and naval officers generally are agreed that more capable and reliable selections could not have been made, and that the Government will make no mistake in accepting without question ever finding reported.

On the report to be submitted by Capt. Sampson and his associates may depend the continu ance of friendly relations between Spain and the United States. This fact is recognized here in every branch of official life, and the gravity of the result dependent on the inquiry of the four naval officers is fully appreciated.

The knowledge that the relations of this country and Spain are in a more critical condition than at any time since the beginning of the Cuban war has sobered even those persons con nected with the Government who have been in clined to express their hostility without reserve Everybody has become serious, and there is a general obedience to the request of Capt. Sigsbee that judgment be suspended.

To-day has not been marked by any unusua happening, and the lack of excitement has given copie a chance to think over the situation calmly. To-night there is every evidence that everybody connected with the Government is willing to await, as calmly as they can the verdict of the Board of Inquiry. Tha this feeling will continue there is little doubt, although rumors of foul play are in the air and are accepted without question even by some of those who do not want the Administra tion to act without being firmly convinced that the sinking of the Maine was the result of

The photographs of the shattered remains of ice magnificent battleship have been examined with the greatest interest to-day by naval officers, who have not, however, been able to base any new theories as to the cause of the disaster on these views of the dis mantled wreck. The fact that the forebody of the vessel is entirely under water, while the after part projects above the water, is accounted for by a difference in the depth of the channel beneath the wreck. According to the accounts from Havana the Maine sank stern foremost, and when the keel touched bottom the bow began to sink until it gradually disap peared. Another theory is that the whole forebody has collapsed, and thus left nothing of that section of the Maine show above the surface. Until full de scriptions are received from officers of the Maine, showing the effect of the explosion, the direction of the blast, and the condition of the interior of the ship, experts in ordnance and construction can form no definite conclusions as to the causes which brought about the ship's

The torpedo expert in the Naval Bureau of Ordnance is authority for the interesting statement that, even if a torpedo had been fired under the Maine, not a vestige of it will be found, thus removing the hope of those who hold the torpedo theory that an exploded casing

How readily a great battleship can be sunk with a comparatively small charge of high explosive is shown in the official report, on file at the Navy Department, in regard to the sinking of the Brazilian rebel Ship Aquidaban, the only modern war vessel of her size yet known to have been sent to the bottom through the ef fective agency of a torpedo explosion. She was a much heavier ship in displacement than the Maine, and, in fact, carried formidable battery. At the time Admiral Benham cleared his ship for action in Rio bay and announced that he would escor two American merchant vessels through the rebel fleet to their wharves, the New York was assigned to look to the Aquidaban, and after the affair there was much discussion regarding the ability of the armored cruiser to take care

of the big battleship. The report on the sinking of the Acuidaban says that 125 pounds of guncotton, in a Schwartzkopf type of torpedo, exploded under her bow and sent her to the bottom in shallow water, where the Brazilian Government after ward closed the hole and towed the ship to dry lock. The Aquidaban was struck between the sixth and seventh frames, the injuries extending from the bow to the twelfth frame and below the protective deck, which was apparently uninjured. All plates and frames on that side were crushed inward, denoting an external explosion. The watertight bulkhead at the sixth frame was entirely carried away, as were other frames aft to the watertight bulkhead at the twelfth frame, which stood intact with doors closed, and only two forward compartments were flooded. Or starboard bow, about two feet above the keel, was a hole two feet in diameter, the ragged edges of which were flanged outward and aft, the frames much twisted and curied. but the remainder of the hull was in good con-

of a magazine caused by fire in the coal bunkers is a theory which has some believers among officers. The board appointed to investigate the subject of spontaneous combustion of coal on war vessels recently reported that during the past three and a half years there had been fires in twenty bunkers from this cause, of which the Wilmington had had five and another vessel four. The fires on the Wilmington were in every instance traced to proximity of one of the bunkers to the furnace, and when high speed was required and the coal feed lively, one bunker was almost certain to take fire. On the other vessel the same causes were assigned. The San Francisco during seven years of active service, has never and a fire of any sort in her bunkers. Several other vessels of the navy have also escaped. In the whole service, excluding the Wilmington and Olympia, only four other vessels have had their bunkers on fire through spontaneous combustion. The board found that where anthracite

coal was used no fires had occurred. But theories have been put in the background by the Navy Department in the prospect of a report at an early date from the board of inquiry. The board left Key West to-day for Havana on the lighthouse tender Mangrove, taking some American divers. There is every reason to believe that the officers composing it will begin their work to-morrow morning, for Capt. Sampson, the President, is a man of action, who does not waste time on any occasion, let alone such a critical one as that with which he is concerned at present. It is not probable that the report of the board will be drawn in Havana. A number of the surviving officers and men of the Maine are at Key West, and their testi-mony will be necessary to make the investiga-tion complete. PREPARING FOR EMERGENCIES. The Government Carrying Out Its Plane t

WASHINGTON, Feb. 20.-As told in THE SUI this morning, the military and naval branches of the Federal Administration have been making preparations for several months to meet any emergency. Some of these preparations have been recalled to public attention since the Maine disaster, and great significance has been given them by those who did not know or, if they did know, had forgotten what had een done in the past. But enough precautions have been and are being taken to justify the assertion that if war should some the United States will not be unprepared and there need be no fear on the part of the patriotic public that the Government, however much it desires to maintain friendly relations with all the world, is not doing its utmost to provide for the national defence.

When the Navy Department issued orders for the North Atlantic squadron to resume in the Gulf of Mexico the regular programme of winter exercises, which had been suspended for three years on account of Spanish qualms, little ignificance was attached to the news,

There was no great reason why the orders hould have been regarded as more significant than any ordinary precautionary measure. It an be stated on high authority that the Administration, when it decided to send the squad ron to the Gulf, had no thought of war with

Every effort was being made to prevent suc contingency. There is every reason to believe at Secretary Long hoped that the presence of the big ships in southern waters would have the effect of emphasizing that this Government had no ulterior purpose toward Cuba and would relieve the strained situation for which the Cleveland Administration was responsible. But it was in the minds of these determine Exective policy that a crisis might arise which would call for the presence of American warships in Cuba, and an easier feeling prevailed in official circles after the squadron had reached the Gulf.

Since then developments have shown that the Administration did a wise thing in concen trating a strong fleet within striking distance of Havana, and now there is no denying that Admiral Sicard's armorelads and cruiser are being held subject to orders which issued immediately after report of the Maine Board of Inquiry is in pos ession of the Navy Department. The depart ment always keeps in touch with its ships broughout the world, but never so close since the Chilian scare as at this time. It is true that the armored cruiser Brooklyn has been notifled within the past week to carry out the itinerary arranged last month, and she is ow on her way from St. Thomas, West Indies to La Guayra, Venezuela. But the Brooklyn i fleet ship, and can make good time in getting anywhere that emergency demands. The Cin innati and the Castine are being held at Rio de Janeiro, instead of cruising around in more emotel South American waters. The Sar Francisco, the Helena, and the Bancroft are at Lisbon, and will probably be kept there until there is some definite development in the existing state of affairs. The Terror and the Puritan are to remain in active service instead of going into reserve. It is admitted that they ill be sent to join Admiral Sicard in order that

the efficiency of the North Atlantic squadron may not be impaired by the loss of the Maine. These things mean much or little, according to the way they are considered. From its very outset the present naval administration inaugurated the policy of keeping the service up to the fullest state of efficiency in all its branches, without regard to the chance war, and the activity displayed since and immediately after President McKin ley entered the White House is consistent with what is being done. Common sense will show to everybody, however, that the Administration is not blind to the seriousness of international affairs, and that it is doing in behalf of the coun try what any prudent man would do if he had reason to fear an encounter with a dangerous person with whom he was not on the best of

In the army there has been the same regard Col. Lamont was Secretary of War prepara tions for seaboard defences were actively carried on, and they are being contin ued by Secretary Alger and the present acting head of the War Department, Mr. Meiklejohn. The anticipated crisis over the destruction of the Maine has not caused any creater activity in the military branch. It has for months been putting the country into a state of defence, and greater effort could not b made even if war were actually in sight.

It will be hard to make people understand that the order telegraphed on Friday to the Commanding Generals of all military depart ments in which new sea coast fortifications have been erected, to garrison these posts without telay, was not due to the possibility threatened

by the Maine disaster. As a matter of fact it was intended to send the order by mail and not by telegraph. THE SUN re porter has absolute knowledge that the decision to garrison the new fortifications was the result fa suggestion that damage was likely to come to the valuable ordnance already mounted on somof the new defences if adequate protectio were not given. At some of these forts there was not even a watchman to look after the big guns, which require the greatest attention by experienced artillerists to keep hem in perfect condition. The exact meaning of the orders was told THE SUN representative to-night by one of the highest officials. Wha he says may be accepted as absolutely correct.

These orders to increase the force at forte where modern guns have been mounted," he said. "were given because the guns are extremely valuable and more men are needed to give them proper care. Those orders have not een called forth by the events of last week.

"Preparations have been making for some time to increase the efficiency of both our army and navy, and these orders are part of that policy which was determined upon as much as six months ago. They cannot be rightly ascribed to the disaster to the Maine. But," he added. "I may say frankly that our preparations have not been retarded by the fact that our relations with Spain have been for some time strained, and that recent events have sharply emphasized the necessity of our being ready for anything."

The action of the Spanish authorities in Havana in retarding the attempt of Capt. Sigsbee in making an examination of the Maine, and the seemingly innocent desire they have expressed to conduct a joint inquiry with officers of the United States, which was so promptly rejected by the Administration, have created a suspicious feeling here. Spain's anxiety to keep this Government from examining the wreck and the adjacent waters in the presence of Spanish representatives has given rise to the natural inference that the Madrid and Havana sutborities fear that something of an incriminating character will be discovered. The evident anxiety of the officials in the Spanish and Cuban conitals to put the blame of the disaster on Capt. Sigsbee is not pleasing to this Government. Admiral Manterolan's telegram to Madrid that there was not the slightest uphenval of the water such as would inevitably follow a submarine explosion, and Licut. Sobral's reported statement that carelessness of the Maine's officers had caused the disaster have had a bad effect.

It will be good news to those who were disappointed over the sweeping reduction of the appropriations for fortifications by the House that the Conference Committee on the Fortifications bill has practically agreed to fix the aggregate smount carried by the measure at about \$9.000,000.

The House appropriated a little more than \$4.000,000, on estimate of \$13.000.000, and the Senate agreed to something less than \$10,000.000. The general impression was that the House conference in receding was due to the existences which have arisen on account of the House conference in receding was due to the existences on the residual states on the second of the House conference in receding was due to the existences on the residual states on the former of the Halms disast frankly that our preparations have not been retarded by the fact that our relations with

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DIVERS ENTER THE MAINE.

THEY FIND THE KEYS OF THE MAG. AZINES IN THEIR PROPER PLACE.

Capt. Sigubee's Important Papers Are Recovered-After Three Tripe Below the Men Quit for the Bay-The Captain is Very Warmly Greeted by His Wounded Sallers.

HAVANA, Feb. 20,-The American divers began their work to-day. Early in the morning they descended into the Maine, but they were not able to make more than three trips. From the storeroom of Capt. Sigsbee they brought the drawer which contained the official correspond-ence of Capt. Sigsbee, and also the secret telegraphic and letter code of the American Navy. The divers also brought up other books, offi-

cial accounts, and important documents that are needed by Capt. Sigebee; and, to the great relief of the Captain, they brought up the keys of all the powder magazines, which, as previously cabled to THE SUN, the Captain declared had been duly delivered to him at 8 o'clock on the night of the explosion, that is to say, two hours before the catastrophe occurred. This fact is of very great importance to show that there was no carelessness on the part of the Captain and crew of the Maine.

The divers also found Capt. Sigsbee's watch. The Captain told the correspondent that this was the third time his watch had been under water in thirty years. "The first time, he said, was in Japan, the second in Bahia Honda, Cuba, when the Blake ran ashore and I had to jump into the water, and this is the third

The divers brought also some money from the Captain's storeroom, and Sigabee gave it to them as a gift. At three o'clock this afternoon, the divers being greatly fatigued, Capt. Sigsbee ordered them to suspend work until to-morrow Many reports are circulating in town about the discoveries made to-day, but Capt. Sigsbe will give no further information about the day's results.

When the work of the divers was over Capt. Sigsbee went to the hospital of San Ambresic to visit the wounded who remain there. They are John Heffon, D. Shea, F. D. Cahill, Paul Loftus, William Mattisen, J. W. Allen (colored), George Coehler, and F. C. Holtzer.

The last-named man is delirious and in a des perate condition. It was said by the doctors that he can hardly live more than a few hours. It was one of the most pathetic scenes since the terrible catastrophe took place. Capt. Sigsbee could not restrain his emotion at the sight of his suffering and dying sailors. They med him with evidences of great respect and affection

The Captain remained some minutes at the pedside of each of the sailors and talked to them, asking them questions about the disaster. Only three were able to recall any details. The others all declared that the affair was like nightmare, and that they remember only being in the water, in the boats, or in the hospital, Cochler, though delirious, had a few quiet

noments when he recognized the Captain. He stared at him, took both his hands and said: "Captain, don't leave me here. I know that the Maine is going to New Orleans. For God's sake, Captain, don't leave me in Havana, don't leave me here. I feel strong enough to make the trip and perform all my duties."

The Captain, with great emotion, answered "I promise you that when the Maine leaves Havana I will take you with me.

The poor sailor then lay back on the pillow, his emaciated face bright with hope. Coehler, in the opinion of the doctors, will die. Holtzer, who is also in a very grave condition,

" How do you do, Captain ! Pardon me, Captain, if I cannot shake hands. I don't know where they are. These fellows here say that they are all broken. I am very sorry, Captain, that you lost your ship and your sailors.'

The Captain thanked him and added, "You chose the wrong Captain this time, my boy." "Oh, no, no, Captain," was the general answer from all the beds.

All the wounded sailors asked Capt. Sigsbee call again and not to forget them. When he left the room the Captain's eyes were filled with tears. It is the first since the disaster that the correspondent has seen him in such emotio soon recovered himself and asked an American reporter who speaks Spanish to be his interpreter while he talked to Dr. Muñoz Eguren, who is the physician in charge of the

"I thank you, doctor," said he, "for the care you are taking of my poor sailors." The doctor answered that he was only doing

his duty. An interpreter has been appointed in the hospital to be near the sailors, because it was very hard for them, at first, to make themselves nderstood.

The Diario de la Marina publishes a de spatch from New York quoting Lieut. Sobral's interview. In which he is said to have expressed the opinion that in his opinion there was great lack of discipline and much carelessness on board of the Maine, and that this was the principal cause of the disaster.

The despatch has caused a great deal of indignation among the Americans. At the same time the rabid Spaniards and some officials are very indignant against the American corr pondents here, and trouble may occur. To-morrow the Mangrove is expected here with some more divers and appliances. Those

low in use here are old and poor. Miss Clara Barton went to Jaruco to-day where she was warmly welcomed. She has established a new hospital there. The reconcentrados cheered her with great en

She has announced her intention to go to Ar emiss, on the boundary between the provinces of Havana and Pinar del Rio. The misery of the starving people there is very great.

### SUNDAY WORK AT NORFOLK. Activity in Repairing the Vessels in the Navy

NORFOLK, Va., Feb. 20 .- For the first time in many years the force of workmen employed at the Norfolk Navy Yard have been hard at work on Sunday. All last night plumbers and steam fitters worked on the monitors Terror and Puritan and on the torpedo boats Foote and Wins low. Thirteen hundred men are now employed at the yard, the force having been increase largely within the past few days. The orders continuing the monitors Terror and Puritan in commission and ordering vacancies in their complement of officers and men filled immediately occasioned much excitement. A draft of twenty-one men arrived here this morning from the receiving ship Vermont for the Puritan.

Commodore Farquhar, commandant of the yard, says positively that no orders have been received at the yard to indicate that war between the United States and Spain is imminent. The present large force employed, he says, is due to the passage by Congress of the Deficiency bill, which was necessary in order to make repairs to vessels that have long been nesded. Commodore Farquhar said he felt that the agitation resulting from the Maine disaster would bring Congress face to face with the necessity for more battleships and dry docks, and he hoped that one of the new ships would be constructed at this yard.

At Fortress Monros today there was no especial activity.

The monitor Terror will be coaled in the morning. ately occasioned much excitement. A draft of

"A LIE." SAYS LIEUT, SORRAL. in Benying That Interview He Admits That His Recall is Probable.

Four reporters waited at the Metropolitan Hotel to see Lieutenant-Commander José Sobral, who has been quoted as saying that discipline was lax in the United States Navy, and that the Maine disaster probably was due to that laxity. The reporter who wrote the reported interview with Sobral was one of the party. Senor Sobral entered the hotel at 1:30 this morning That reporter said:

"Senor Sobral, do you admit that the inter view [pointing to a copy of the Herald] was correct I"

"No," replied Sobral. "It's a lie." "No, it isn't a lie," retorted the reporter. You said it, and you are afraid to stand by it now. You are afraid of being recalled to Madrid.'

"Not at all," stammered Sobral. "I am not afraid of any man. I said only that it was due to a careless sentinel." "You say what isn't true," answered the re-

porter, "and I am ready to make an affidavit that you said that you agreed precisely with the sentiment expressed in an article from the Now you are a coward and afraid to stand by your statement."
"Ah," returned Senor Sobral, who was so ex-

cited that he could hardly talk, "I don't care to remain here. I have papers in my pocket ask-"What do you mean?" asked the four re-

porters. "None of your business." replied Schor Sobral "Do you admit that you want to go back to Madrid !" asked the reporters.

"Ah, no, no," stammered Sefor Sobral, "And said nothing about your lax discipline." "You did. You are a coward," answered the Herald reporter. "I am just as good a man as you, and my word is as good as yours. You are a coward beneath contempt. I don't want to say anything now to you except that you do not say what is true.

Señor Sobral then hurrledly picked up his umbrella, which be had laid aside, and hurried to the elevator, saying that it was a "shame to ask questions of a poor man who didn't under-stand English well."

SPANISH PROTESTS.

A Mayana Newspaper Wants the Vellow Re-HAVANA, Feb. 20.-The Diario de la Marina

n an energetic editorial this morning asks the Government to proceed with great energy against the correspondents who have inform the New York papers that the cause of the Maine's disaster was not accidental.

NO FURTHER EXPLOSIONS. The Story That Two More Were Heard in

Mayana Is Not True. TAMPA, Fla., Feb. 20.—The steamship Olivette arrived in port to-night from Havana, bringing wenty-eight Cuban and Spanish and two American passengers from that city. A number of them were seen by THE SUN correspondent, and they deny the story sent out from Key West to the effect that two explosions were heard in the harbor of Havana as the shir was leaving that port yesterday afternoon

They report everything quiet. DIVERS AND THE MAINE.

Commodore Bunco Doubts If They Can Betermine the Nature of the Explosion

Of the work of divers at Havana Commodo Bunce said yesterday: "I doubt very much if it will be known what happened to the Maine until she is raised, Divers are all very well in their way, but I ion't think they can tell what the trouble was The water of Havana harbor is very muddy. It s so muddy that a diver would be able to see only a few feet in front of him even with the electric light on his helmot. A wrecked battle electric light on his helmet. A wrecked battleship is altogether too big for a diver to be able
to tell what its true condition is at the bottom
of Havana harbor. One part must be considered
in relation to the other parts in order to make a
satisfactory report on her condition."
"When she is raised can it then be told
whether the explosion which wrecked the
Maine took place within or without?" Commodore Bunce was saked.
"That all depends on the condition of the
wreck. Nobody can answer that question until
the ship is raised."

# LOST ON THE MAINE

Negro Mess Attendant Whose Family Has Purnished Many Men for Naval Vessels. WASHINGTON, Feb. 20.-Among the men lost on the Maine was a colored mess attendant of the name of Pinkney from Annapolis, This family has furnished more Captains' stewards' cooks and wardroom boys for naval vessels than any half dozen colored families in the than any half dozen colored families in the country. For years London Pinkney was bead steward at the Navai Academy. Every cadet graduated there for thirty years knew London, his big, fat body and genial smile making him a favorite with all. London used to go along on the practice cruises, and sell cakes and dried apple pies on credit. The cadets often forgot to pay London, but he never thought anything of it. When there was some specially favorite dish served at the Academy Pinkney was in demand. Word would come back generally that the dish was exhausted. Appeals to the waiters would invariably bring back the reply that "Pinkney say dere ain't no mo', and when Pinkney say dar ain't no mo', dar ain't no mo." This settled it.

HURRYING WORK IN BALTIMORE.

Orders Received to Rush Work on Boats at the Columbian Iron Works. BALTIMORE, Feb. 20 .- Orders have been reseived by the Columbian Iron Works to rust with all speed the work on the three vessels now building at the yards for the United State Navy. The orders from Washington have caused a decided increase in animation in the shipyard. The sounds of the hammer and the buzz of the carpentere's saw fill the air.

The works are now building the submarine torpedo boat, the Plunger, a 20-knot torpedo boat, and are replacing engines in the 24-g-knot torpedo boat Rodgers.

The American Ball Will Not Be Given.

Special Cable Despatch to THE SUR.
BERLIN, Feb. 20.—Ambassador White has in imated that owing to the disaster to the Maine the proposed American ball will not be given. White arranged for a mourning service

the American church to-day. Mr. J. B. Jackson, Secretary of the Embassy has conveyed to Rear Admiral Tirpitz, Secre tary of the Imperial Admiralty, President Mc Kinley's thanks for the message of condolence sent by him shortly after the receipt of the news of the disaster to the Maine.

#### The President's Reply to the Lord Mayor. Special Cable Despatch to THE SUR.

LONDON, Feb. 20 .- Mr. Henry White, Secretary of the American Legation, who is acting as Charge d'Affaires during the absence of Ambas sador Hay in Egypt, wrote to Lieut,-Col. Davies, Lord Mayor of London, on Saturday informing him that he had received telegraphic instructions to express President McKinley's deep appreciation of the Lord Mayor's message of sympathy for the loss of the Maine and the members of her crew.

# KEY WEST, Fig., Feb. 20 .- The lighthouse

tender Mangrove sailed at 4 P. M. for Havana with other diving apparatus and with the fol lowing members of the Court of Inquiry into the Maine disaster: Recorder Adolf Marix, executive officer of Vermont, sent by the Secretary of the Navy; President Capt. Sampson of the Iowa, Capt. F. D. Chadwick, the New York; Lieut.-Commander Potter, the New York; Lieut.-Commander F. Schroeder, the Massachusetts; Capt. Henry C. Taylor, the Indiana. The Mangrove will stop at Tortugas for Capt. Taylor. owing members of the Court of Inquiry into

VIZCAYA'S GUNS SALUTE.

SPANISH WARSHIP COMES UP TO TOMPKINSVILLE IN A GALE.

Cantle Williams Answers Her Guns-Spanish Captain Requests That the Guard Boats He Withdrawn-Broms the Patrol Needless -Commodore Bunce Sends His Compliments

-Capt. Eulate to Vielt Him To-Day-Tho

Viscoun Pine Boat with a Stalwart Company In a flerce easterly gale and with a fog closing her in, the Spanish warship Vizcaya steamed into the harbor of New York yesterday afternoon from outside the bar and dropped her anchor just off Tompkinsville, S. I. She came with all the pomp and ceremony accompanying visits of these floating arsenals from foreign and friendly countries, saluting the flag of this country and being saluted in return by the defenders of the city. It was made known to her almost the moment she let go her anchor that the freedom of the harbor was hers, and, that no harm might befall her during her stay, a fleet of Government patrol boats was immediately stationed about her. To this her Captain objected, deeming the precaution unnecessary. She purposes to remain at the Tompkinsville anchorage until her commander receives fur-

ther orders. It is not expected that she will

come further up the bay.

The trip from the anchorage outside the bar, where the ship had been since Friday night, was determined upon only after the warship had been buffeted roughly by the seas. It is not pleasant to spend two days in a tremendous sea riding at anchor, and men and officers were much disgusted with their inability to get in sooner. But the fog was so dense and the wind so high that neither Capt. Antonio Eulate nor Pilot Daniel Gillespie thought it wise to try. The pilot reported yesterday that the gale increased so on Saturday afternoon that it became a question of coming inside Sandy Hook or running out to sea altogether. The decision was finally reached to try for the harbor, and at & o'clock in the afternoon the cruiser weighed anchor. The pilot missed red buoy No. 4, which marks the northern edge of the channel at the point of entrance, and in the fog was unable to find it, and the ship cruised outside all night. returning once more to the anchorage vesterday morning.

Yesterday afternoon the wind died down, and, although the fog still hampered navigation, in was decided to make the run in. This time the steam pilot boat New York was sent ahead to pick up the buoys. Shortly after 1 o'clock the Vizcaya got up her anchors and began ploughing ahead, the seas climbing high along her black sides. The pilot boat steamed ahead at full speed, with the Vizcaya following closely in her wake. Alongside ran THE SUN'S tug, the stranger's only escort.

From the tug men could be seen moving about the decks of the cruiser and up aloft. From jack staff and ensign staff she displayed the Spanish colors, which stood straight out in the wind, while a single streamer of red and yellow floated from the main truck. The black sides of the ship were badly scarred. The paint had fallen from them in blotches, showing red beneath the black as though they were wounds in the flesh. The canvas wrapped about the masts and upper turrets was torn and tattered. The big guns were swathed in their black tarpaulin coats.

As the boat steamed on, gradually drawing closer to the pilot boat, the greatest interest was manifested aboard in the tug alongside, and by and by, as the time for saluting approached, side ports popped open and the little quickfiring rifle guns were trained straight upon the tug, as it happened, and swept unceasingly end. To those on board the tug it was not exwas just below Fort Wadsworth a tar chawled was just below Fort Wadsworth a tar crawled aloft and freed the streamer at the main truck from some entanglement with the flag halyards. The officers stood in a group on the forward deck, wrapped in their great sea coats. Up the bay through the mist they could see the sharply outlined bastions of the Staten Island fort. Square on the point stood a group of United States soldiers, who had come out to see the mooring of this fighter from over the sea.

The cruiser was abreast of the fort in another

mooring of this fighter from over the sea.

The cruiser was abreast of the fort in another 300 yards, and the strains of the "Star-Spangled Banner," played by the Spaniard's band, came faintly over the waves. Up shot Old Glory to the fore truck, and the rifle guns boomed out the salute of twenty-one gnns.

When the echoes had died away those within hearing waited for the answer which they expected Fort Wadsworth and Fort Hamilton to send back, but it did not come. The Spanish cruiser kept steadily on in its course, hauling down our flag as it proceeded.

The bang of the guns brought to the Staten Island shore hundreds of people, who stood out in the driving rain and watched with intense interest the oncoming visitor. The same aummons brought the Governor Flower, Health Officer Doty's boat, out from Quarantine. The formalities of Quarantine were quickly complied with.

brought the Governor Flower, Health Officer Doty's boat, out from Quarantine. The formalities of Quarantine were quickly compiled with. Surgeon Jurado of the Vizcaya r-ported on board 18 officers and 466 men, with no sickness of moment. The necessary papers were transferred, and, the pilot boat having turned back, the cruiser proceeded on her way to the anchorage selected off Tompkinsville.

Here there were in wait some of the guard boats selected by the Government to see to it that no attacks are made from without on the warship while she is in this port.

While the Vizcaya was getting ready her anchor the little boats circled around her, dipping their flags in salute. The moment the ship came to, in the anchorage where the Maine rode more than once, the navy yard launch Undine shot forward and ran under her side. From her bows stepped Flag Lleutenant Aaron Ward of the Brooklyn Navy Yard, representing Commodore Bunce. He ran quickly up the ship's ladder. On deck, to receive him, stood Capt. Eulate. The two officers saluted and shook hands. Two files of marines were drawn up on the deck, and in front of these walked the American Lieutenant, with his hand in salute at his hat, Behind him came the Spanish Captein. The officers went below to the Captair's quarters, where in the name of Commodore Bunce, acting for the United States Government. Lieut Ward extended to the visitors the courtosies of the harbor.

where in the name of commonice Binnee, acting for the United States Government, Lieut. Ward extended to the visitors the courtesies of the harbor.

It had been arranged through the offices of the Spanish Consul on Saturday that Capt. Ediate was to call to pay his respects to Commodore Bunce on Monday morning at 11 o'clock. Lieut. Ward assured the Spanish Captain that while Commodore Bunce would be glad to see him at that time if it was convenient, he would be at home all day Monday, so that Capt. Ediate need not put himself out to be there promptly at the arranged hour. Lieut. Ward assured the visitor that it was the wish of the commondant of the navy yard that the Vizcaya prolong her stay as much as possible in order that they might become better acquainted. Capt. Ediate responded in kind, their meeting being marked with great deference on both sides.

Then the American officer officially informed Capt. Ediate of the Maine's destruction in the harbor of Havana. The Captain expressed the deepest regret and sympathy, and immediately ordered the Spanish flag to be run up half-mast. Strangely enough, just as the Spanish emolem was swung out at half mast on the main gaff of the cruiser, the guns at Castle Williams on Governor's Island began their salute of twenty-one guns in answer to that of the Vizcaya. The fog had not permitted a sight of the vessel, so that there was not the slightest connection between the two incidents, and the guns were saluting the Spanish flag holsted at the fort. Owing to he swash of the waves on the Staten Island shore and the happenings on board the cruiser the salute from Governor's Island was not heard by the Spanish flag to Governor's Island was not heard by the Spanish flag to Governor's Island was not heard by the Spanish flag to Governor's Island was not heard by the Spanish flag to Governor's Island was not heard to their salute from Fort Wadsworth, not understanding that Governor's Island was not heard by the Spanish flag to Governor's Island was not heard was not the balaphate

If they were disappointed or offended by the seeming lack of courtesy, they did not show it is any way.

Before Lieut. Ward left the ship Capt. Ediate expressed annoyance that a boat patrol should have been established. Lieut. War i explained that in establishing the patrol Commodore Bunce has simply acted under orders from Washington. Capt. Ediate said that he regarded the patrol as entirely unnecessary. He had confidence in the honor and courtesy of the American people, he said, and it would never have occurred to him to believe that his ship was in danger while in an American port.

"If this is put in the form of a protest," said Lieut. Ward, "we may have the patrol removed.

"It is not a protest," said Capt. Kulate, "but a request. The American people are fair, and I do not want a guard around my ship while it is in American waters."

Lieut. Ward said that he would telegraph the request to Washington at once.

After Lieut. Ward had taken his leave some of the newspaper men who had been havering